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THIRTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

TO THE

STOCKHOLDERS

OF THE

SEABOARD AND ROANOKE RAILROAD COMPANY,

WITH THE

REPORT OF THE GENERAL SUPERINTENDENT,

SUBMITTED MARCH 28, 1861.

PORTSMOUTH, VA.
PRINTED AT THE DAILY TRANSCRIPT OFFICE.
1861.

OFFICERS

—OF THE—

SEABOARD & ROANOKE RAILROAD,

FOR THE YEAR 1861–62.

———a———

PRESIDENT.

SAMUEL M. WILSON.

———o———

DIRECTORS.

THOMAS HUME,
DAVID A. BARNES,
RICHARD WALKE,
MONCURE ROBINSON,
GEORGE R. VICKERS,
WM. LYTTLETON SAVAGE.

———o———

TREASURER.

RICHARD WALKE.

———o———

GENERAL SUPERINTENDENT.

JOHN M. ROBINSON.

———o———

MASTER TRANSPORTATION.

OWEN D. BALL.

———o———

FREIGHT AGENTS.

WM. G. WEBB, Portsmouth, Va.,
E. N. PETERSON, Weldon, N. C.

———o———

ROAD MASTER.

SAMUEL T. HAND.

———o———

MASTER MACHINIST.

JEROME B. PENDLETON.

Annual Report.

Office of the Seaboard & Roanoke Railroad Co.,
Portsmouth, Va., February 28th, 1861.

The Annual Meeting of the Stockholders of the Seaboard & Roanoke Railroad Company was held at their office, in Portsmouth, this day.

On Motion, Chas. A. Grice, Esq., was called to the Chair, and Richard Walke appointed Secretary.

On motion, W. J. Baker and J. M. Robinson, Esqs., were appointed a committee to ascertain the amount of Stock represented in the meeting.

The Committee reported, that a quorum was not present, when, on motion,

Resolved, that the meeting be adjourned until Thursday, the 28th of March, at 11 o'clock, A. M.

CHAS. A. GRICE, Chairman.

RICHARD WALKE, Secretary.

Office of the Seaboard & Roanoke Railroad Co.,
Portsmouth, Va., March 28th, 1861.

An adjourned meeting of the Stockholders of the Seaboard & Roanoke Railroad Company was held at their office, in Portsmouth, this day.

Chas. A. Grice, Esq., in the Chair.

Messrs. W. L. Savage, Tazewell Taylor and Richard Walke were appointed a committee to ascertain the number of shares of Capital Stock represented, and the number of votes to which they were entitled.

The Committee submitted the following report :—

The whole number of shares of Capital Stock issued by the Company, is 8680. The whole number of votes, is 4933.

The whole number of shares represented in person and by proxy, is 6593. The whole number of votes to which the shares represented are entitled, is 3725.

On motion, the report of the Committee was accepted.

The President submitted and read the Thirteenth Annual Report of the President and Directors to the Stockholders, which, on motion, was received and ordered to be recorded.

The Report of the General Superintendent, and of the Committee appointed to examine the condition of the Road, Machine Shops and Roll-

ing Stock of the Company, and the Statements of the Treasurer, showing the financial condition of the Company, of the Master of Transportation, and of the Master Machinist were laid before the Meeting, and, on motion, ordered to be filed.

The following resolutions were then offered and adopted :—

Whereas, it is essential to the interest of the Company and the Public, that the rates of freight by steamships, between the port of Norfolk and Portsmouth and New York, should be reduced to the lowest remunerative standard; and it is believed, that if this cannot be otherwise effected, the best interest of the Company will be advanced by running one or more steamships, between the terminus of our Road, at Portsmouth, and the city of New York; therefore

Resolved, that the restriction of the resolution adopted by the Stockholders on the 25th day of Februrary, 1858, limiting the appropriation of the funds of the Company to the sum of fifteen thousand dollars, in any action the Board of Directors might take under the act "to authorize the Seaboard and Roanoke Rail Road Company to establish lines of steam vessels from the port of Norfolk and Portsmouth" is hereby removed, and the President and Directors are authorized to take such measures for the establishment of a steamship line, between the port of Norfolk and Portsmouth and New York, as they may deem advisable.

Resolved, that the Board of Directors be authorized, at their discretion, to suspend so much of the twelfth article of the By Laws, as requires the checks of the Treasurer to be countersigned by the President, and all accounts against the Company to be approved by the President, and that the Board of Directors make such provision in regard to the same as they may deem advisable.

On motion, Messrs. W. W. Sharp, Robert Dickson and Thomas B. Rowland were re-appointed a committee to examine into the condition of the Road, Shops, &c., and report to the next Annual Meeting.

The Meeting then proceeded to the election of officers for the ensuing year, whereupon SAML. M. WILSON, Esq., was nominated and unanimously re-elected President, and the following gentlemen Directors :—

THOMAS HUME,	GEORGE R. VICKERS,
MONCURE ROBINSON,	DAVID A. BARNES,
WM. LYTTLETON SAVAGE,	RICHARD WALKE.

On motion, the President and Directors were instructed to have printed, such reports and proceedings of this meeting as they may deem advisable.

On motion, the meeting then adjourned.

CHAS. A. GRICE, Chairman.

RICHARD WALKE, Secretary.

THIRTEENTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS TO THE STOCKHOLDERS OF THE SEABOARD AND ROANOKE RAILROAD COMPANY.

GENTLEMEN :—

We submit the Report of our operations since your last Annual Meeting, and of the condition of the Company on the 31st of January, 1861.

The business of the Road, which has been steadily increasing since its re-construction, exhibits a larger increase than in any previous year, and as heretofore, it has taken place chiefly in freights.

The increase in receipts, compared with those of the year 1859–60, has been,

From Passengers,.....	$1,732 92	
" Freight,.....	23,186 19	
From both sources,	———	$24,919 11
The Road Earnings for the year have been,		
From transportation of Passengers,.....	$94,505 17	
" " of Freights and U. S. mail,.....	160,950 41	
Total,.....		$255,455 58
The current expenses, embracing all expenditures for the year for operating the Road, repairs and construction, have been.....		$112,233 19

Having as a nett revenue from operating the Road..... $143,222 39 a profit of 13⅓ per cent on the Capital Stock of the Company, after paying the interest on our entire debt.

In addition to the nett income derived from the earnings of the Road, just mentioned, there has been received from Rents, Interest and Dividends on Investments, &c., the additional income of $25,426 52, making the whole nett income of the Company, for the year, the sum of..... $168,648 71

There has also been received during the year

From the sale of steamer Philadelphia, the sum of..... $70,000 00

And from our first Mortgage Bonds, extended and sold,.....	25,100 00	
And we had in hand, at the beginning of the fiscal year, in cash.....	$19,021 59	
And have received from open accounts and other debts due the Company, at the beginning of the fiscal year.....	46,687 78	
Together making the sum of	———	$329,458 08

Of this we have expended during the year, as follows:

In purchase of Peete's wharf, in Portsmouth and four acres of gravel land at Meherrin	$10,150 00	
" interest on Bonds, Dividends on Guaranteed Stock, Discount, Exchange and commissions,.....	51,234 55	
" First Mortgage Bonds of the Company,..	94,000 00	
" Third Mortgage Bonds of the Company,..	3,500 00	
" liquidation of bills payable,.....	42,144 91	
" purchase of 93 shares in Baltimore Steam Packet Company,.....	93,000 00	
" payment of open accounts, &c.,.....	26,106 22	
Making the sum of	———	$320,135 68,
and leaving a cash balance on hand, on the 31st of January, 1861, of		$9,322 40

In addition thereto, there is also due the Company, by open account and otherwise, the sum of $35,551 70, the larger portion of which is immediately available. For more minute details of our receipts and expenditures, we refer to the statements of the Treasurer, herewith submitted.

By the foregoing statement it will be seen, that the ratio of our operating expenses to Road Earnings has been largely diminished. This, to a great extent, is the result of a careful economy, which we have endeavored to secure in the management of every department of the Company's service, and in which we have been most ably seconded by the General Superintendent and heads of departments, and is, in part, owing to the low rates of speed to which the movement of the trains have been limited—no expenditure has been spared which the efficiency of the Road, and equipment and maintenance of the property required; and we believe that depreciation has been fully counterbalanced by repair. We refer to the report of the General Superintendent, made to the Board,

and herewith presented, as showing, in detail, the condition of the Road and property of the Company, and the construction and repairs and transportation operations of the year.

At your last meeting, at the suggestion of the Board, you authorized an issue and sale of stock, should it become necessary, to meet any portion of the first mortgage bonds, which matured on the first of August last. A temporary loan, (which was paid off from the current receipts of the year,) with the means already on hand, enabled us to purchase all the bonds, which were not extended, save one bond for one thousand dollars, the holder of which we have not been able to ascertain. It was thus rendered unnecessary to take any action under your resolution authorizing an issue of stock. Of the entire mortgage for three hundred thousand dollars of bonds, two hundred and five thousand dollars have been extended, as to the time of payment, to the 1st of August, 1880, and ninety-four thousand dollars are now in the possession of the Company; leaving outstanding, to be paid or extended, only the bond for one thousand dollars above mentioned.

In addition to the purchase of bonds, we have been enabled, from the receipts of the year, to liquidate our entire bills payable, amounting, at the beginning of the year, to the sum of $42,144 91; and thus reduced the indebtedness of the Company, allowance being made for the $94,000 of first mortgage bonds purchased and held by the Company under the resolution of February 25th, 1858, to a bonded debt of $410,403 50, and the sum of $10,774 28, due the State of North Carolina, and about $1,000, due by open account.

In view of the favorable financial condition of the affairs of the Company, thus attained, the Board deemed it proper and expedient to make a cash dividend of three and a half per cent for the last six months, payable on the 1st day of March proximo, which they accordingly have declared. It is the first that has been made on the common stock, and, we think, has been prudently postponed until fully warranted by the condition of the Company. In our past and prospective business, we see nothing to create a doubt, that remunerative dividends may be continued in future.

At the date of our last report, we had just caused to be constructed the steamer Philadelphia, for the route between the terminus of our Road, at Portsmouth, and that of the Delaware Road, at Seaford: but, before placing her on the line, it became manifest to the Board, that a better

arrangement for the Company, would be, to have the route between Portsmouth and Seaford run by the Baltimore Steam Packet Company, provided this company could become interested, as a stockholder in that. A negotiation was accordingly entered into, which resulted in the sale of the Philadelphia to that company, at cost, and this company becoming the purchaser of ninety three shares (about one third) of the stock of that company, at par value. The Baltimore Steam Packet Company subsequently placed the steamer on her contemplated route, and ran her until the approach of Winter, when she was withdrawn. With the opening of Spring the line to Seaford will be resumed by the Baltimore Steam Packet Company, running in connection with our Road.

Our steamship connections with the cities of Baltimore, Philadelphia, New York and Boston, remain as at the date of our last report; and greatly exceed, both in expedition and frequency, those at any other port in the Southern States. To facilitate these connections, we found it desirable, during the year, to purchase the wharf adjoining our property on High street, in Portsmouth, owned by Dr. G. W. Peete, which was obtained at a reasonable price.

The business of the past year has been prosperous, the Road and property of the Company are in good order, and competent to meet all probable requirements; the financial condition is excellent; the officers and agents are efficient, attentive and faithful; and our relations with all connecting lines are on a favorable footing—may we not hope that this gratifying state of the affairs of the Company will continue? We see nothing to cause distrust—even the political storm, that is sweeping over the country, and rending asunder the fabric of our Union, will, in all probability, leave the Company unscathed; for, into whatever political divisions the country may be severed, the lot of Virginia and North Carolina will be cast together, and this will secure, in political as well as business connection with us, the region whence whatever prosperity we may enjoy must be mainly derived.

Respectfully submitted by the President and Directors.

SAML. M. WILSON, Prest.

SUPERINTENDENT'S REPORT

General Superintendent's Office,
Seaboard & Roanoke Railroad Co.
Portsmouth, Feb. 1861.

To the President and Directors of the S. & R. Railroad Co.,

Gentlemen:—I respectfully submit to you my report of the operations of your road, for the year ending with January 31st, 1861.

The receipts of your road for the year, have been as follows:

From Passengers,	$94,505 17	
" Freights,	152,950 41	
" U. S. Mail,	8,000 00	
Total from Transportation,		$255,455 58
Dividends, Wharfage, Interest, Rents, &c.		25,426 52
Making your Gross Revenue		$280,882 10

The operating expenses of the road have been as follows:

Officers salaries,	$ 6,708 89	
Office expenses,	682 29	
Depot expenses,	25,439 05	
Road and Bridge repairs,	33,415 49	
Train expenses,	25,115 55	
Repairs of Engines and Cars,	14,814 57	
Horses,	1,125 99	
Stock killed,	536 75	
Merchandise lost,	259 92	
Taxes,	2,756 07	
Insurance,	550 22	
Contingent and travelling expenses,	828 60	
Total,		$112,233 39
Deduct from this amount for more material on hand than on Feb. 1st, 1860,		221 09
		$112,012 30
Deduct for excess of bills of previous years, paid and charged to the current expenses of this year, beyond those outstanding Feb. 1st 1861		$7,497 23
Leaving as operating expenses for the year		$104,515 07

being little over 37 per cent of your gross revenue, and 40 per cent of your receipts for transportation.

It will thus be seen, that the expenditure for the year has been considerably lessened, whilst the receipts from transportation have increased

$24,919 11, and from other sources $15,516 89, making a nett result for your operations of 55,314 27 better than for the previous year.

The actual cost of operating the road is less than is above exhibited, but as there has been no account kept for construction or increase of stock, all such items have been charged directly to the operating expenses.

Although it will appear, from my report of new construction carried on during the year, that your road and equipment have been gradually improving, there is nevertheless a constant, but scarcely appreciable depreciation taking place in the rails, and although it would be ill advised to replace these, except when actually needed, an allowance should always be made in view of the cost of their renewal.

I should judge, that upon your road, with its present traffic, a relay equal to four miles each year would be necessary to preserve it in good condition. The cost of re-rolling rails has been found not to exceed $2,064 55 per mile, inclusive of freight. Ninety-five hundredths of a mile of iron has been laid during the past year. A balance of 3 5-100 miles, at a cost of $6,286 87, should be considered in examining the cost of operating your road.

It has been my endeavor during the past year, so far as was practicable, to make cash payments for purchases, believing that by so doing, materials would be obtained upon the best terms. At the end of the fiscal year, there is estimated as outstanding only about $473.

It will be seen by reference to the statement of the Master of Transportation, that there has been a slight increase in travel. This has been in through passengers. In freights the principal increase has been in through up freights and in cotton. There has been an increase of 8432 bales of cotton carried over the road. The most marked falling off has been in flour, naval stores and staves.

About the 8th day of last June, your steamer, the "Philadelphia," was received of the Potomac Steamboat Company, to whom she had been chartered for ice service, and preparations were at once made to place her upon the proposed line to Seaford. By an arrangement with the Baltimore Steam Packet Company, the "Philadelphia" was transferred to and the line opened by them. Although the business of this line has not been so large as was anticipated for it, its operations have given promise that it will become not only remunerative in itself, but add largely to the business of the road.

ROAD.

Your road has been maintained in a good condition throughout the year. During the wet winter months, portions of it had become rough and uneven, particularly in the Dismal Swamp, and certain cuttings through pipe-clay soil; but in most of these cases, gravel and sand have been laid under the sills to the depth of about ten inches. This, with good drainage, has afforded an effectual remedy. The purchase of the Meherrin gravel bank, the only one on the line of the road, has already proved of much value. A regular system of gravelling has been introduced, and about three miles of the road bed have been gravelled during the year. It may be safely said, that the first element to successful railway economy, is the maintenance of a good road way, and nowhere is it more directly shown, than in the diminished cost of repairs to machinery and cars.

TRACK.

The increased wear upon the track is scarcely appreciable. Nearly a mile of new iron has been laid, with a wrought iron chair of a new pattern, purchased with the iron of the Phœnix Iron Company. A curve has been placed, leading from High street to Water street, thus dispensing, to a great extent, with the turn-table at the foot of High street, and effecting a considerable reduction of labor at that point. Three short sidlings have been added at the shops, at the 74 mile post and at Weldon. Upwards of 20,000 sills have been laid within the year. This is rather more than the average that will be hereafter needed.

BRIDGES AND TRESTLE WORK.

The bridges and trestle work have undergone constant examination, and wherever decay was noticed, new timber has been substituted.

At Nottoway the caps and stringers have been entirely renewed. At Meherrin a new bridge has been built, and on the flats the trestle work has been thoroughly overhauled. Eight hundred and twenty-five lineal feet, containing 16000 cubic yards of earth embankment, have been added, in lieu of trestle work, at this point. Stone culverts and embankment have replaced the short trestles near the 22d, 35th, 57th, 72d and 74th mile posts. The stone for these culverts was purchased at Port Deposit, Md., and is of excellent quality.

Three spans of Weldon Bridge have been placed in thorough repair and well covered with new decking. Repairs are at this time progressing with the two remaining spans and with the trestle work. This most

important bridge will soon be in a condition to need but little repair for some years.

DEPOTS.

Your depots have needed but little attention. A new car shed, with iron roof, and with ample capacity for the passenger and baggage equipment, has been erected near the shops. A neat cottage is in progress of erection at Weldon Bridge, for the use of the Bridge Tender. A small car house has been built at Weldon, and also a blacksmith and carpenter shop, to supply the wants of the Raleigh and Gaston Rail Road Company, and ourselves at that point, at our joint expense.

SHOPS.

The shops are as last year, with the exception of the purchase of a new lathe, as recommended by your committee. Its cost was $2,100.

MACHINERY.

The engines have been maintained in an efficient condition. The alterations of valve motion, &c., to the Wm. Collins, were completed last Spring and have resulted most satisfactorily. She has been running since then with great regularity, and, with the passenger train, has proved the most economical and efficient engine in the Company's service. A small engine, weighing one and a half tons, has been built to be used by the Road Master in examining the Road. I would call your attention to the statement of the Superintendent of Machinery: it will be perceived from it, that 121,306 miles were run by your engines during the year, at an average cost of 2,98 cents per mile run.

CARS.

Since the last report, three box cars and one passenger and baggage car have been built at the Company's shop, and added to the equipment of the road. Two mail and passenger cars, one baggage car, ten box cars, and five flats have been rebuilt, and one car, 39 feet long, for the material train, is nearly completed. One baggage car has been broken up. All the cars have been repaired, where repairs were needed, and all are at this time in excellent condition, with the exception of three box cars and eight flats, which require extensive repairs, and in some cases rebuilding. Your equipment is ample to accommodate the present business of the road.

ACCIDENTS.

Three losses of life occurred on the road in the past year. A white fireman and a free negro, in the employ of the Company, and a free ne-

gro woman were run over through their own carelessness, and killed. An irregular freight train was delayed through the breakage of a crank axle to the engine "Virginia." With this exception, no train has been for a moment delayed by the slightest accident to machinery or cars.

FREE PASSES.

Applications for free passes are frequent and often annoying. Endeavor has been made to diminish this evil, of which so many roads justly complain.

In conclusion I would add, that with rare exceptions, the duties of the officers and men in your employ, have been performed satisfactorily. I feel especially indebted to the assistance of your Masters of Transportation, Road, and Machinery, through whose earnest co-operation I have been enabled to present to you so favorable a report.

JOHN M. ROBINSON,
General Superintendent.

REPORT OF EXAMINING COMMITTEE.

To the Stockholders of the Seaboard
and Roanoke Railroad Company:

Gentlemen:—The undersigned, a Committee, acting under a resolution of your last meeting, respectfully

REPORT,

That, on the 1st instant, they visited and inspected the Shop of the Company, at Portsmouth, which appeared to be conducted with care and economy. They were especially pleased with a lately purchased lathe, the operations of which will greatly facilitate the character of the work, which has hitherto been done at some disadvantage. The cost of this machine, as the Committee were informed, was $2,100, delivered here by the Putnam Machine Company, of Pittsburg.

A new car shop has been recently completed, in which the rolling stock and equipments are made, and which seems to be well fitted for its objects. We found within it two box-cars, being repaired, and two new express cars in process of construction. The locomotive "Palmetto"

was also undergoing repairs; and we saw the locomotive "Wm. Collins," which has also been recently rebuilt and remodeled, and seems to be in perfect condition.

The new passenger car shed, iron roof, to shelter the cars, &c, and the commodious Engine House are in excellent order, as indeed everything connected with the Shop appeared to be. The convenience and economy in the structure are apparent to the most superficial observer, and will bear very favorable comparison with any like buildings, that your committee have seen.

The Committee next proceeded to Suffolk, and found the road or track in good order, much improved by having a portion of it through the swamp, raised about 8 inches, and relaid, for about three miles, with substantial new iron. The old warehouse, at this point, is somewhat dilapidated, and the iron at the crossings near the warehouse, considerably worn.

Afer leaving Suffolk, they went on their way to Smith's Creek, where they stopped sometime, to examine the work at that point. It will be remembered, that it was here a serious accident occurred, about three years ago, and although there was no loss of life, still it was attended with damage to the freight, and with no inconsiderable cost to the Company. The bridge at this creek is in good condition, and, perhaps, as good as such a structure need be, for present use and safety; but the embankment is high, with tressle work, which will require unremitting vigilance, and, in the opinion of the Committee, should be substituted by stone or iron, as shall be deemed best upon further examination. The Committee believe, that both economy and safety require this improvement to be made, and, that the sooner it is permanently done the better.

Between this point and Nottoway River, the Committee stopped several times, and examined the iron; and particularly the section near the 26 mile post, which has been in use for the last ten years: they found it to be very little worn, and, in the judgment of the Committee, as safe and strong as it ever was.

Nottoway Bridge has been entirely renewed within the last three years, and this year, has received entire new track strings and sills. The water here is deep, perhaps twenty feet, and often the current is very strong. The work is at present in good order, but as constant care is necessary to keep it so, the Committee suggest the propriety of taking

into consideration, at no distant day, a more permanent structure, of stone piers, or other more substantial material than the present wood work.

New stone culverts, at posts 22 35 57 72 and 74, have been completed within the past year: that at 57 removes a trestle 20 feet long and 16 feet deep. These improvements are now permanent, and are pointed instances of practical economy.

The bridge over Meherrin River has been efficiently renewed, and a permanent earth embankment, of one thousand feet, takes the place of an equal quantity of trestle work on the low grounds of that stream. The ballast mine at this place has been advantageously used during the year, and has proved an important improvement to the road, wherever it has been applied—it is designed to be spread along the whole line as speedily as possible.

The Committee reached Weldon in good time to inspect the work there, which they report to be in good order. They examined the bridge over the Roanoke River, perhaps the most important part of the duty assigned to them, with as much care as they had the ability to bestow upon the subject, and it appeared to them to be equal to all the demands upon it. The roof, over three sections of the bridge, has been renewed, and the remainder is in active progress. Sleepless attention is required here, and the Committee have good reason to believe, that there is nothing neglected to insure all its objects.

At Weldon a new blacksmith and carpenter shop, in connection with the Raleigh and Gaston Rail Road, has been built, with a view to making small repairs, which, it is believed, will prove economical and useful; also a new watch house, now nearly completed.

It will not be expected, that a work of such extent and magnitude could have been thoroughly examined by even a more competent committee, in so short a space of time as was devoted to this investigation, but they saw enough to satisfy them of the excellent condition of the whole work. They observed no waste in any part of it, nor carelessness but, on the contrary, the strictest attention seems to have been given by all those who have had control and management of the Road and its appurtenances.

Very respectfully,

W. D. SHARP,
ROBERT DICKSON,
THOS. B. ROWLAND, } COMMITTEE.

NORFOLK, February 20th, 1861.

Statement of the Financial Condition of the S. & R. Railroad Company, on the 31st day of January, 1861.

Cost of Road and Property—on the 31st day of January, 1860,	$1,469,245 83		Capital Stock—on the 31st day of January, 1860,	$619,200	
Increased by purchase of Real Estate and conversion of Bonds,	22,150	$1,491,395 83	Increased by conversion of Bonds,	24,000	643,200
Investment—Bonds of Roanoke Valley Railroad,	1,200		Preferred Stock—with guaranteed dividend of 7 per cent,		225,000
Stock of the Baltimore Steam Packet Company,	93,000		First Mortgage Bonds, payable in 1880,	300,000	
First Mortgage Bonds of S. & R. R. R. Co,	94,000		Third do do do 1870,	75,000	
Third do do do	3,500	191,700	Convertible do do 1865,	320	
			do Bonds issued for dividends, payable in 1873,	129,083 50	504,403 50
Debts due the Company—Wm. Ward, (in suit.)	7,250		Debts due by the Company—State of North Carolina,	10,774 28	
Sundries, (in open account,)	28,301 70	35,551 70	Sundries in open account,	1,059 44	11,883 72
Cash—on hand January 31st, 1861,		9,322 40	Profit & Loss—total receipts from transportation and other miscellaneous sources,	1,858,874 55	
			Less—total expenses of transportation, Including interest on Bonds and dividends on guaranteed and common Stock, discount, exchange, loss on sale of Stocks, losses by accidents, &c., &c.,	1,515,341 84	343,532 71
		$1,727,969 93			$1,727,969 93

Office Seaboard and Roanoke Railroad Company, Portsmouth, Va., January 31st, 1861.

RICHARD WALKE, Treasurer.

Statement of the Receipts and Disbursements of the Seaboard and Roanoke Railroad Company, from the 1st day of February, 1860, to the 31st day of January, 1861.

Cost of Property—Increased by purchase of wharf in Portsmouth and four acres of gravel land in N. Carolina,...	$ 10,150 00	
By conversion of bonds into cap. stock.	12,000 00	22,150 00
Cost of Transportation—current expenses as per abstract.....	.....	112,233 39
Interest on bonds and dividends on guaranteed stock,.....	46,576 10	
Dividends on common stock,.....	43,592 50	
Discount and exchange, including discount on bonds extended,.....	4,658 45	94,827 05
Bills Papable—paid off the sum.....	.....	42,144 91
Registered bonds converted into capital stock.....	8,000 00	
Fourth Mortgage Bonds do do...	4.000 00	12,000 00
Investment.—Stock of the Balt. Steam Packet Co.,.....	93,000 00	
Company's First Mortgage Bonds,.....	94,000 00	
do Third do do.....	3,500 00	190,500 00
Debts due the Co—sundries on open ac't	.....	13,469 80
Cash on hand Jan. 31, 1861,.....	.....	9,322 40
		496,647 55

Cash—on hand 31st Jan. 1860.....		19,021 59
Receipts—road earnings,.....	$255,455 58	
Dividends and interest on investments, rents, wharfage and other sources,....	25,426 52	280,882 10
First Mortgage bonds extended and sold,	.....	25,100 00
Convertible bonds—issued for dividends on cap. Stock,.....	.....	43,592 50
Capital Stock—increased by conversion of bonds,.....	.....	24,000 00
Steamer Philadelphia—for amount expended in 1859,.....	.....	57,363 58
Debts due the Company—from sundries,	.....	46,687,78
		$496,647 55

Office Seaboard & Roanoke Rail Road Company, January 31st, 1860.

RICHARD WALKE, Treasurer.

STATEMENT SHOWING THE CURRENT EXPENSES PAID OUT OF THE INCOME OF THE SEABOARD AND ROANOKE RAILROAD COMPANY, FROM THE 1st DAY OF FEBRUARY, 1860, TO THE 31st DAY OF JANUARY, 1861.

Officer's Salaries—embracing President, Superintendent and Treasurer,	$ 6,708 89
Office Expenses—embracing Printing, Advertising, Postages, Stationery, &c.,	6,82 29
Depot Expenses—embracing Compensation of Agents, Repairs, Water Tanks, and Hands at Way Stations,	25,439 05
Repairs of Road—embracing Timber, Iron, Tools, Compensation of Managers, Overseers and Hire and Support of Hands,	33,415 49
Train Expenses—embracing Compensation and Expenses of Conductors, Engineers and Agents, and Cost of Wood, Oil, Waste, &c.,	25,115 55
Repairs of Engines and Cars—embracing Compensation of the Foreman of the Shops, Workmen and Cost of Materials used in Repairs,	14,814 57
Miscellaneous—embracing amount paid for Stock killed, Merchandize lost, State, City and County Taxes, Insurance, &c.,	4,931 56
Horses, Stables, &c.,—Expenses of Team,	1,125 99
	$112,233 39

Office Seaboard & Roanoke Railroad Company, Portsmouth, Va., January 31st, 1861.

RICHARD WALKE, Treasurer.

A COMPARATIVE STATEMENT of the Road Earnings of the Seaboard & Roanoke Railroad, for the years 1859—60 *and* 1860—61.

1859–'60.	No. of Passengers	Passengers. LOCAL.	Passengers, Portsmouth & Weldon.	Passengers through.	Passengers Total.	Freight Local.	Preight Portsmouth & Weldon	Freight Total.	U. S. Mail.	TOTAL.
FEBRUARY,	2,339½	$1,885 71	$2,145	$1,645	$5,675 71	$1,083 89	$6,954 99	$8,038 88	$666 67	$14,381 26
MARCH,	2,962	2.069 51	3,340 41	2,686 31	8,096 23	3,991 28	10,108 86	14,100 14	666 67	22,863 04
APRIL,	2,544	2,043 41	1,909 06	2,154 94	6,107 41	3,546 83	8,564 51	12,111 34	666 66	18,885 41
MAY,	2,606	2,040 90	2,672 50	1,671 50	6,384 90	3,007 28	5,637 43	8,644 71	666 67	15,696 28
JUNE,	2,567½	1,903 57	3,179	1,275	6,357 57	1,928 24	5,393 19	7,321 43	666 67	14,345 67
JULY,	3,505½	2,764 42	2,820	2,698	8,282 42	2,600 13	5,016 47	7,616 60	666 66	16,565 68
AUGUST,	3,357½	2,002 28	3,423	3,848	9,273 28	2,531 30	6,723 51	9,254 81	666 67	19,194 76
SEPTEMBER,	3,934	4,429 89	2,548	4,558	11,535 89	3,729 24	11,314 85	15,044 09	666 67	27,246 65
OCTOBER,	3,198½	2,294 16	3,362	3,740	9,396 16	4,930 81	9,629 54	14,560 35	666 66	24,623 17
NOVEMBER,	3,082½	2,149 07	2,628	2,598	7,375 07	6,328 40	6,416 37	12,744 77	666 67	20,786 51
DECEMBER,	3,166	1,724 71	3,644	1,796	7,164 71	4.384 43	7,108 57	11,493	666 67	19,324 38
JANUARY, 1860,	3,079	3,566 90	1,854	1,702	7,122 90	3,516 48	5,317 62	8,834 10	666 66	16,623 66
1860 61.	36,342	$28,874 53	$33,524 97	$30,372 75	$92,772 25	$41,578 31	$88,185 91	$129,764 22	$8,000 00	$230,536 47
FEBRUARY,	2,416	$1,876 97	$2,006	$2,120	$6,002 97	$3,576 94	$6,949 32	$10,526 26	$666 67	$17,195 90
MARCH,	3,217	2,287 70	3,185	2,906	8,378 70	4,385 17	13,107 69	17,492 86	666 67	26,538 23
APRIL,	2,522	1,998 07	2,247	2,488	6,733 07	3,681 44	12,724 55	16,405 99	666 66	23,805 72
MAY,	3,035	2,349 32	3,822	1,459	7,630 32	4,436 90	6,029 79	10,466 69	666 67	18,763 68
JUNE,	2,764	2,273 76	2,192	2,602	7,067 76	2,593 03	6,990 96	9,583 99	666 67	17,318 42
JULY,	3,528½	2,937 43	2.589	3,414	8,940 43	2,330 57	6,018 78	8,349 35	666 66	17,956 44
AUGUST,	3,461	2,636 88	3,188	4,360	10,184 88	2,843 96	6,494 83	9,338 79	666 67	20,190 34
SEPTEMBER,	3,746½	2,529 30	2,552	5,728	10,809 30	3,620 67	13,290 57	16,911 24	666 67	28,387 21
OCTOBER,	3,514½	2,532 16	2,139	4,796	9,467 16	6,225 37	14,375 22	20,600 59	666 66	30,734 41
NOVEMBER,	2,335½	1,936 64	1,840	2,326	6,102 64	4,609 91	8,093 13	12,703 04	666 67	19,472 35
DECEMBER,	3,150	3,808 89	1,876	1,532	7,216 89	3,036 54	5,318 58	8,355 12	666 67	16,238 68
JANUARY, '61,	2,685½	3,045 05	1,448	1,478	5,971 05	5,010 11	7,206 38	12,216 49	666 66	18,854 20
	36,375½	$30,212 17	$29,084 00	$35,209 00	$94,505 17	$46,350 61	106,599 80	$152,950 41	$8,000 00	$255,455 58

Office of the Seaboard & Roanoke Railroad Company, Portsmouth, Va., Jan. 31st, 1861.

RICHARD WALKE, TREASURER.

REPORT OF DOWN FREIGHT FROM 1st FEBRUARY, 1860, TO 31st JANUARY, 1861.

Stations.	No. of Tons.	Feet of Lumber.	No, of Staves.	Lbs. of Bacon.	Bbls. Flour.	Bales Cotton.	Kgs. Lard	Naval Stores	Bushs. Grain.	Bushs. Peas.	Boxes Tobac.	Bbls. Copper Ore.	Bags. Silver Ore.
SUFFOLK,.....	518	36,000		80,782			119		308	490			
CARRSVILLE,.	1,030½	258,600	38,000	109,171			163		670	2,201			
FRANKLIN,...	4,514	1,215,100	91,000	40,637		6,006	174	150	2,504	9,012			
NOTTOWAY, ..	340½	88,000	68,000	1,726									
NEWSOMS,....	451	100,700	16,000	48,579		1,114	149	30	794	2,303			
BOYKINS, ...	644	4,000	34,000	12,603		849	42	74	258	2,133			
BRANCHV'LE,.	448	145,788	24,000	5,955		316	35		72	1,942			
MARG'VILLE,.	711		224,000	8,290		497	8	25	52	1,245			
SEABOARD, ...	615	95,000	4,000	10,282		1,432	11	50	3,328	293			
WELDON,.....	3,228	46,000	62,000		832	7,711		8,724	6,400	126			
R.&G.W.ST.	1,470			2,560	1,157	178			262	18	21,772		
RALEIGH, ...	3,904				3,724	1,226		127	133		3,304	3,595	1,993
	17,814	1,989,188	561,000	320,585	5,713	19,329	701	9,180	14,781	19,763	25,076	3,595	1,993
		Tons	Tons.	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
		3,978¼	1,022	160¼	571¼	3,865¾	35	1,147½	369½	592¾	1,253¾	1,438	199¼

Specified Tons,..... 14,633

Miscellaneous Tons,..... 3,181

Total number of Tons,..... 17,814

OWEN D. BALL, MASTER OF TRANSPORTATION

REPORT OF UP FREIGHT, FROM 1st FEBRUARY 1860, TO 31st JANUARY, 1861.

Stations.	No. Tons.	Bbls. Sugar.	Bbls. Lime.	Bags Guano.	Bbls. Wh'ky.	Sacks Salt.	Bags Coffee.	Hhds. Bacon.	Hhds. Mol'ses
Suffolk,	828¾	467	539	446	719	493	238	45	33
Carrsville,	384¾	116	200	1,012	273	441	65	15	13
Franklin,	1,257	431	529	1,910	963	950	285	48	41
Nottoway,	54½	39	28	52	57	6	14	7	5
Newsoms,	563¾	177	565	1,842	305	578	93	34	20
Boykins,	475½	165	271	922	367	336	90	28	16
Branchville,	179½	82	258	144	164	294	32	13	8
Margarettsville,	206¾	67	250	273	177	277	46	27	7
Seaboard,	519½	140	545	1,337	446	376	69	35	13
Weldon,	2,772	449	1,345	3,807	2,531	107	264	304	22
Raleigh and Gaston Way Stations,	4,055	1,115	1,430	14,028	3,230	1,522	232	500	183
Raleigh,	6,085	1,662	2,451	4,604	2,619	1,755	1,485	710	33
	17,382	4,910	8,411	30,377	11,851	7,135	2,913	1,766	394
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
		563¾	1,051¼	2,278¼	2,370¼	891¾	233	706½	295½

Specified tons, ... 8,390¼
Miscellaneous tons, ... 8,991¾

Total number of tons, ... 17,382

OWEN D. BALL, Master of Transportation.

REPORT OF THE NUMBER OF PASSENGERS OVER THE SEABOARD & ROANOKE RAILROAD, FOR THE YEAR ENDING 31st JANUARY, 1861.

Months. 1860.	Ports-mouth.	Suf-folk.	Carrs-ville.	Frank-lin.	New-soms.	Boy-kins.	Branch-ville.	Mgts-ville.	Sea-board.	Wel-don.	Total.
February,	1,309½	258½	49½	161	49	84	19	54	67½	364	2,416
March,	1,731½	343	41½	242	42½	256	15½	32½	40½	572	3,217
April,	1,588	206	39½	114½	40½	93	11	50	53	326½	2,522
May,	1,679	286	68½	222½	33	97½	24½	64½	53	506½	3,035
June,	1,394	263	33½	199	65	110	39	52½	30	578	2,764
July,	1,849½	405½	60½	200	137½	213½	16½	17½	40½	587½	3,528½
August,	1,851½	318	46	261½	44½	172	10½	29½	69½	658	3,461
September,	2,296½	276	39½	235½	61	112	18	28	34½	645½	3,746½
October,	2,281	255½	43½	187	46½	152½	12½	10	47	479	3,514½
November,	1,341	194	27	139½	46½	93	17	60	41	376½	2,335½
December,	1,408	246	33	261½	43½	140½	24	55½	86½	851½	3,150
January, (1861,)	1,112½	490	81	307½	40	117	32	27½	86½	391½	2,685½
	19,842	3,541½	563	2,531½	649½	1,541	239½	481½	649½	6,336½	36,375½

OWEN D. BALL,

Master of Transportation.

REPORT OF SUPERINTENDENT OF MACHINERY FOR 1860–61.

SEABOARD AND ROANOKE RAILROAD COMPANY.

Name.	Number.	DESCRIPTION. Weight.	Cylinder.	Dr. Wheels. No.	Dr. Wheels. Diam.	Miles run.	Cost of Labor.	Cost of Stock.	Total.	Cost per ml. run.	No. of galls, Oil.	No. miles run to Pt.	Cost of Oil and Stores.	Cost per mile run for oil,	Wood used fm 1st April 1860, to Feb. 1st. 1861. No. of Cords.	Miles run to cord.	Cost of wood pr mile.	Service.
							$ cts.	$ cts.	$ cts.	cts.	gl. p.		$ cts	cts.	C. 8ths.		cts.	
Virginia,.....	1	22 tons.	14½ x 20	4	60	15,191	100 23	66 38	166 61	1'09	44 5	42'55	69 22	0'45	355 5	32'37	7'72	Freight.
Raleigh,.....	2	20 "	13 x 20	4	66	14,398	310 82	139 96	450 78	3'13	38 6	46'44	68 46	0'41	150 4	70'95	3'52	Pass'r. & Fr't.
Baltimore,....	3	20 "	13 x 20	4	66	19,410	278 06	431 48	709 54	3'65	47 4	51'07	74 83	0'38	193 6	78'68	3'17	Passenger.
Palmetto, ...	4	20 "	13 x 20	4	60	5,423	294 90	119 30	414 20	7'63	23	29'47	38 32	0'70	122 2	33'15	7'54	Freight.
Collins, ...	5	18 "	12 x 20	4	60	16,880	1,001 52	287 31	1,288 83	7'63	59	35'76	86 69	0'51	173	97'37	2'56	Passenger.
Carolina,.....	6	20 "	13 x 22	4	60	18,500	168 33	134 95	303 28	1'63	49 2	46'95	91 06	0'49	393 5	39'27	6'36	Freight.
Norfolk,.....	7	16 "	11 x 20	4	60	8,115	108 23	12 60	120 83	1'48	35	28'98	49 91	0'61	95 5	84'86	2'97	Mixed.
Portsmouth,..	8	12 "	10 x 20	2	54	16,504	64 84	13 60	78 44	0'47	48	42'97	79 90	0'48	196	68'08	3'67	Material.
Remus, ...	9	9 "	9 x 18	2	48													
Romulus, ...	10	9 "	9 x 18	2	48	6,885	91 86	2 40	94 26	1'37	22 4	38'22	32 75	0'47	44 1	105'04	2'40	Switching.
Total,						121,306	2,418 79	1,207 98	3,626 77	2'98	367 5	41'24	591 14	0'56	1,724 4	57'76	4,33	

										REMARKS.
		Passenger Equipment.								
	5	Passenger Cars.								One new 34 seat Passenger Car, with baggage room.
	1	" and Baggage Cars.								Two Mail and Smoking Cars rebuilt.
	2	" and Mail Cars.								
	3	Baggage Cars.	50,240	1,839 07	1,554 23	3,393 30	6'75	371	18'63	One Smoking Car rebuilt.
		Freight Equipment.								
	73	House Cars.								Three new House Cars and ten rebuilt.
	3	Cattle Cars.								
	75	Platform Cars.								Five Platform Cars rebuilt.
	12	Gravel Cars.	71,066	3.719 27	3.322 82	7,042 09	9'90			One new Car, 39 feet long, for material train, nearly complete.
Total,			121,306	7,977 13	6,085 03	14,062 16				

J. B. PENDLETON, *Superintendent of Machinery, S. & R. R.*

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